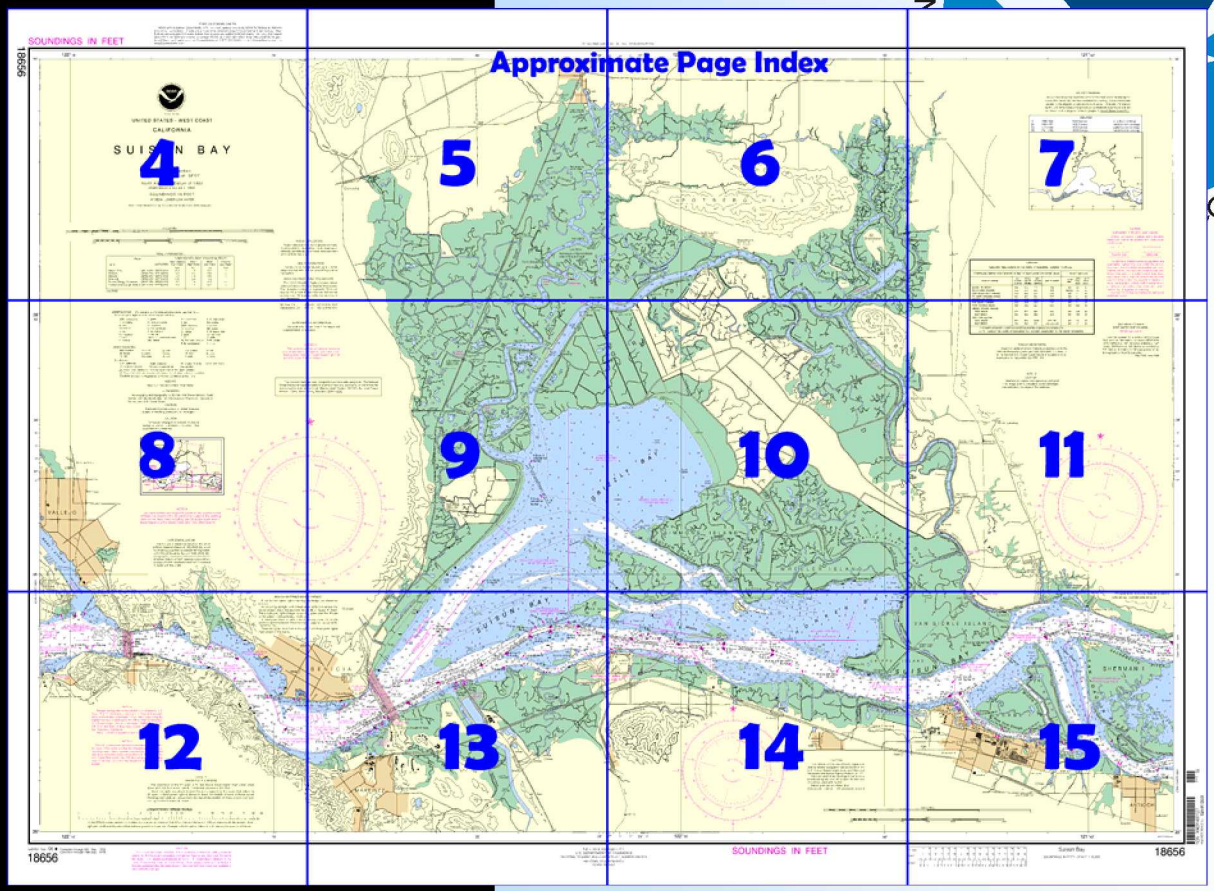
BookletChart™

Suisun Bay

(NOAA Chart 18656)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

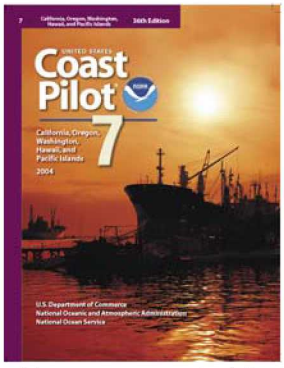
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 7 excerpts]

(507) Six-mile-long **Carquinez Strait** connects San Pablo and Suisun Bays. For the first 3.5 miles it is a little less than 0.5 mile wide, and then widens to about 1 mile. It is deep throughout with the exception of a small stretch of flats on the N shore, and a small shoal area in the bight on the S shore near the E end. In June 2001, shoaling to 14 feet was in the NW corner of Naval Anchorage No. 21.

(531) **Suisun Bay** is a broad shallow body of water with marshy shores and filled with numerous marshy islands, many of which have been reclaimed and are now under cultivation. It is practically the delta of the Sacramento and San Joaquin Rivers which empty into the E part of the bay. Two narrow winding channels lead to the mouths of the rivers. They are marked by lights.

(533) A large wind turbine on the NW side of the bay in about 38°09'21"N., 122°07'26"W., is reported to be prominent.

(535) **Suisun Slough** empties into the NW side of Suisun Bay 5.5 miles N of Benicia. A dredged channel leads from Suisun Bay into the entrance to the slough. In 1990, the controlling depth was 6½ feet. The entrance channel is marked by lights. Above the dredged channel, river channel had a reported depth of 6.3 feet in July 2001, from the mouth to **Suisun City,** 12 miles above the entrance.

(536) Several small-craft facilities are at Suisun City.

(540) Two adjacent small-craft basins are on the S side of the flats about 1.6 miles E of **Middle Point,** the E boundary of the Navy weapons station. The basins are connected to the bay by twin canals cut through the flats.

(630) **Sacramento River** rises in the Trinity Mountains in N central California, flows S for 325 miles, and enters Suisun Bay on the N side of Sherman Island. Deep-draft vessels follow the lower Sacramento River to Cache Slough, 1.5 miles above Rio Vista Bridge, thence through a deepwater ship channel to Sacramento, a distance of 37 miles above the mouth of the river. Barges and other small craft also use Sacramento River all the way to Sacramento, a distance of 50 miles. Above Sacramento, small craft go to Colusa, 125 miles above the mouth, but there is no regular navigation above this point.

Table of Selected Chart Notes

CAUTION

Numerous uncharted shoals exist in Suisun Slough.

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Sep. 2/06
Corrected through LNM Aug. 15/06

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.291" southward and 3.871" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

The Sacramento River Deep Water Ship Channel lights are equipped with radar reflectors.

SACRAMENTO RIVER
DEEP WATER SHIP CHANNEL

162.205 (see note A)

Controlling depth for a width of 200 feet was 26.0 feet from the channel entrance (38°03'46.7"N, 121°51'17"W) to Lt. "40", thence 27.6 feet to Lt. "52", thence 30.9 feet to Lt. "60", thence 27.5 feet to Lt. "70", thence 18.4 feet to Lt "86" and 29.4 feet in the turning basin at West Sacramento.

May 2005 - May 2006

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Pise, CA	KHB-49	162.40 MHz WX2
Sacramento, CA	KEC-57	162.55 MHz WX1

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

NOTE D

CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along the edges of the waterway.

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE B

The area within one hundred yards of the southern end of Mare Island and within 50 yards of any part of the berthing piers at the Navy Yard including pier 35 at the south end of Mare Island is a Prohibited Area 334.1100 (See Note A).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE C

UNION PACIFIC BRIDGE

The clearance of the lift span is 70 feet above mean higher high water when down and 135 feet when raised. Horizontal clearance 291 feet.

Fixed red lights are shown to mark the piers supporting the spans that adjoin the lift span. A fixed green light is shown to mark the middle of each of those spans. Flashing red lights are shown from the top of the middle of those spans and from the top of the northern lift tower.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

SOUNDINGS IN FEET

18656

122° 15'

10'

15'

38° 10'

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - WEST COAST

CALIFORNIA

SUISUN BAY

Mercator Projection
Scale 1:40,000 at Lat. 38°07'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nautica.charts.noaa.gov.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Suisun City	(38°14.2'N / 122°01.8'W)	5.4	4.9	0.7	----
Antioch	(38°01.2'N / 121°48.9'W)	3.9	3.4	0.6	----
Benicia	(38°02.6'N / 122°07.8'W)	5.3	4.8	0.9	----
Crockett	(38°03.5'N / 122°13.4'W)	5.9	5.4	1.0	----
Suisun Slough Entrance	(38°07.3'N / 122°04.4'W)	4.7	4.2	0.7	----
Mortezuma Slough Bridge	(38°11.2'N / 122°58.8'W)	4.9	4.4	0.7	----

(Jul 2006)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AFPO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICHO IR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
Whis whistle
Y yellow

Bottom characteristics:

Blds boulders
Bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
H hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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HEIGHTS
Heights in feet above Mean High Water

AUTH

RADAR REFLECTORS
Radar reflectors have been placed on floating aids to navigation. Individual reflector identification on these aids has omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light Li supplemental information concerning ai navigation.

NOAA WEATHER RADIO BROADCAST
The NOAA Weather Radio stations l below provide continuous weather broadc The reception range is typically 20 t nautical miles from the antenna site, but c as much as 100 nautical miles for statio high elevations.

Mt. Pisc, CA	KHB-49	162.40 MHz
Sacramento, CA	KEC-57	162.55 MHz

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for imp supplemental information.

WARNING
The prudent mariner will not rely so any single aid to navigation, particul floating aids. See U.S. Coast Guard Li and U.S. Coast Pilot for details.

This nautical chart has been designed t Ocean Service encourages users to submit c improving this chart to the Chief, Marine C Service, NOAA, Silver Spring, Maryland 20

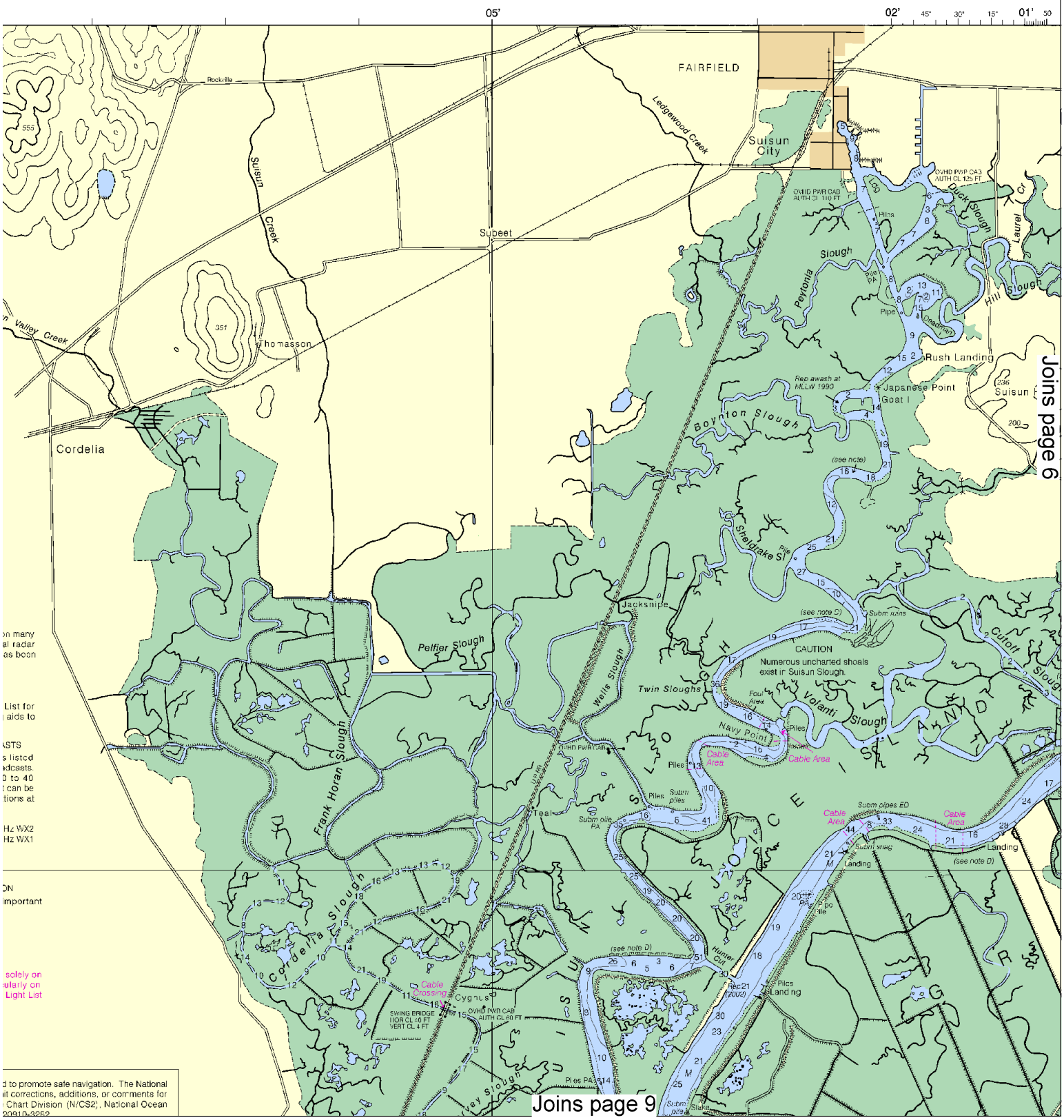
Joins page 8

4

North

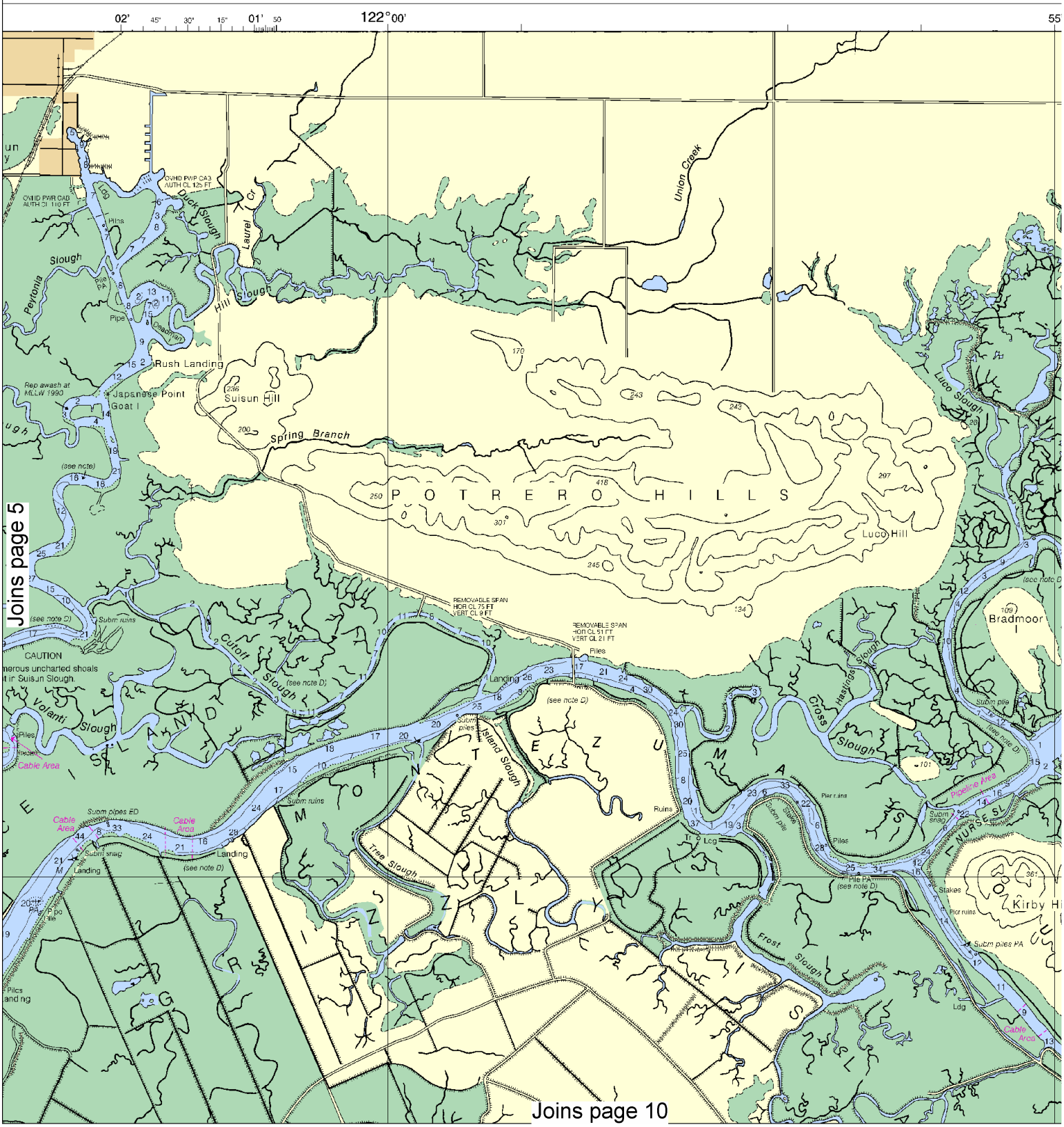
Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57143. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 5534, 1st Ed., Jan 1903 G 1945 648 KAPP 1849



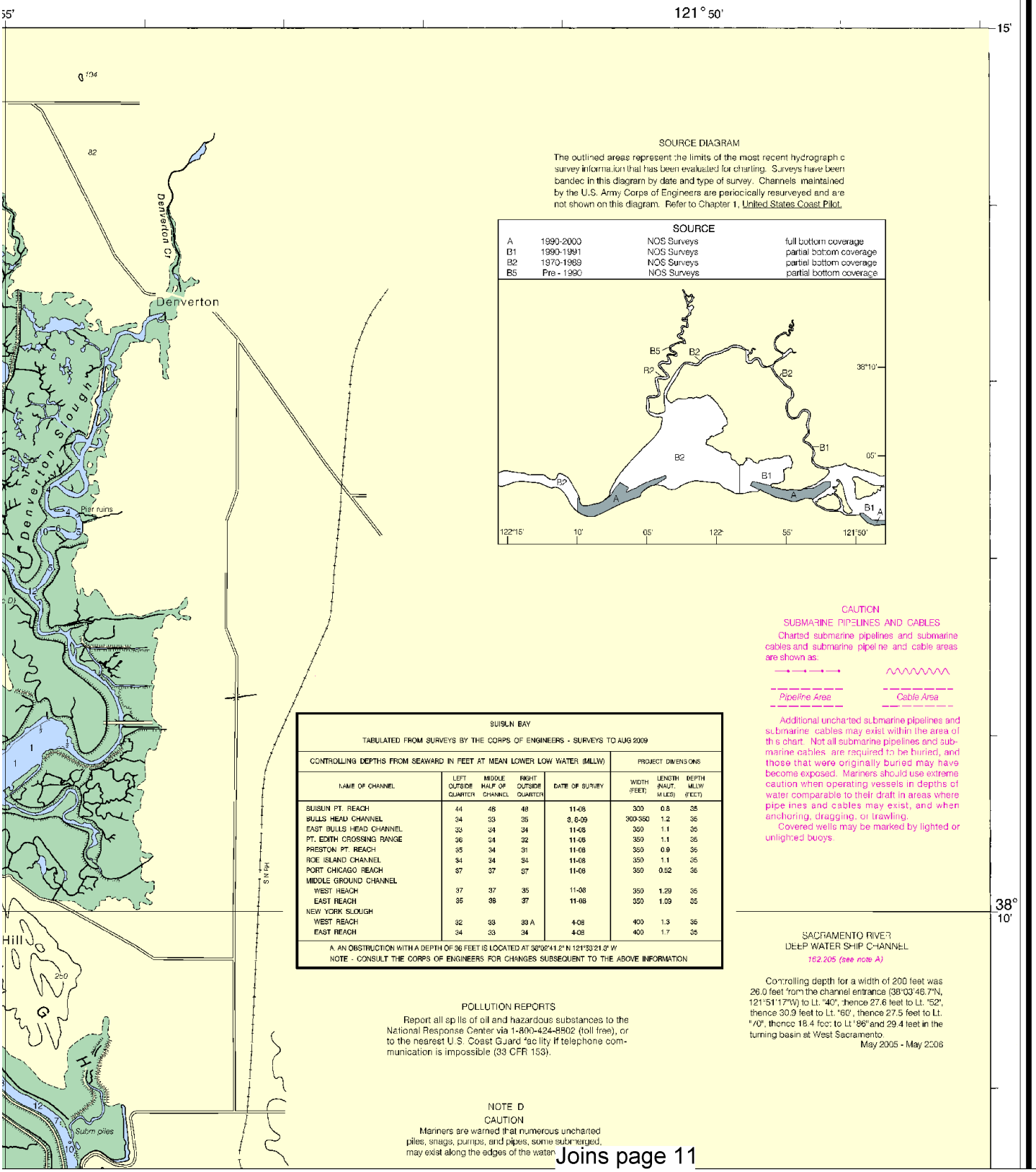
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Suisun Cry	(38°14.2'N / 122°01.8'W)	5.4	4.9	0.7	----
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(Jul 2006)

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AUTHORITIES

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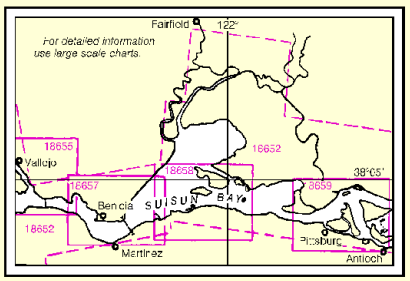

NOTE B

The area within one hundred yards of the southern end of Mare Island and within 50 yards of any part of the berthing piers at the Navy Yard including pier 35 at the south end of Mare Island is a Prohibited Area 334.1100 (See Note A).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.291" southward and 3.871" westward to agree with this chart.

AIDS TO NAVIGATION

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SUPPLEMENTAL INFORMATION

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WARNING

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This nautical chart has been designed t
Ocean Service encourages users to submit
improving this chart to the Chief, Marine C
Service, NOAA, Silver Spring, Maryland 20

MAGNETIC

VAR 14°45'E (2006)

ANNUAL DECREASE 6

BENICIA-MARTINEZ HIGHWAY BRIDGE

Privately maintained lights marking this bridge are sho
follows:
An occulting red light, with 3 fixed white lights in a vertic
above on each side of the span over the middle of Suisun Pt F
The occulting red lights change to occulting green when the lif
on the adjacent railroad bridge is fully open.
A fixed green light on each side of the span over the m
of the channel between Piers 6 and 7 (approx. 38°02'
122°07'31"W).
Fixed red lights mark Piers 4 through 12 and fixed green
mark center of the spans.

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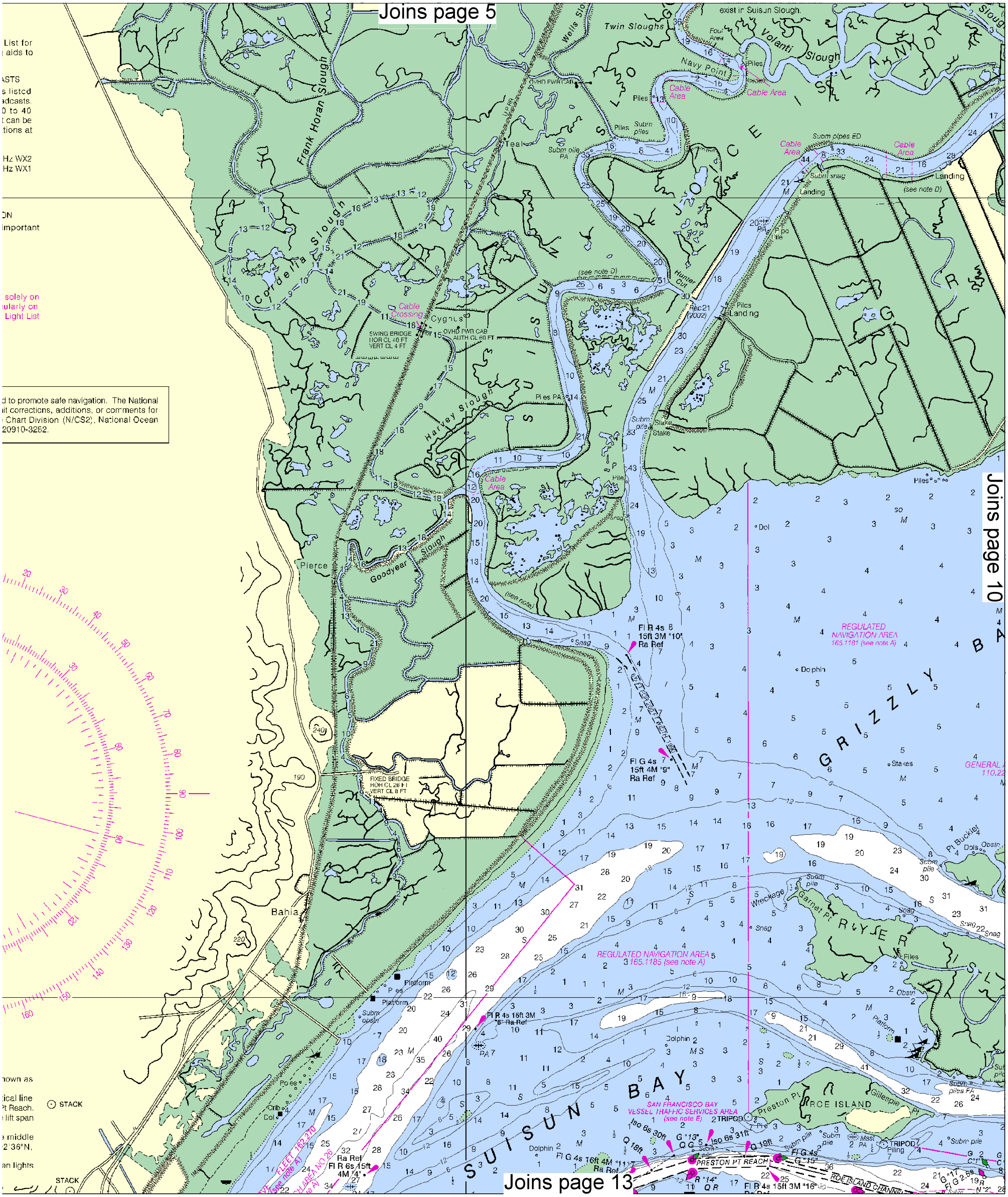
JOINS CHART 18654

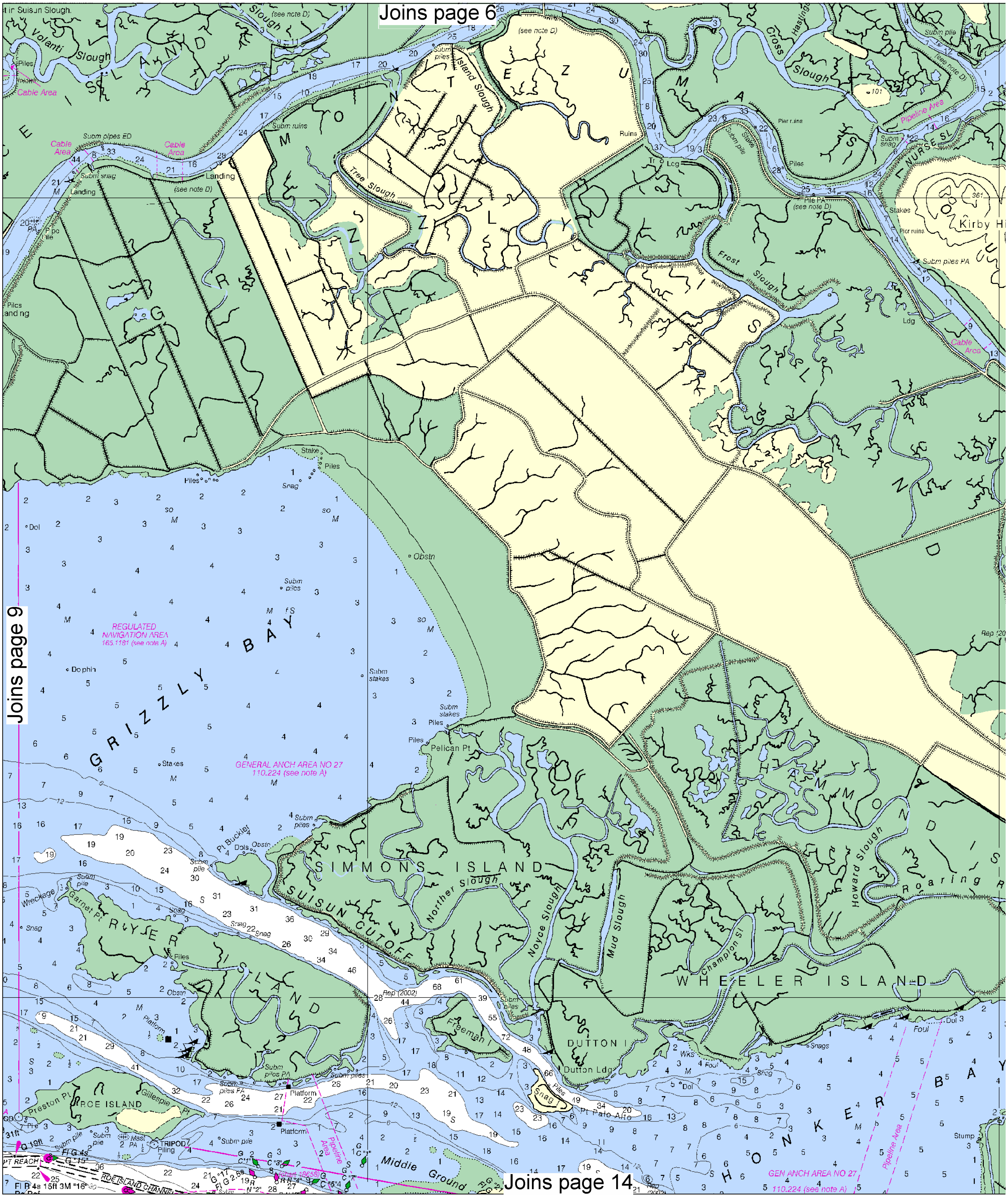
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

North


Joins page 5
Joins page 10
Joins page 13
Frank Horan Slough
Cordelia Slough
Harvey Slough
Goodyear Slough
Suisun Slough
Volanti Slough
Twin Sloughs
Navy Point
Joice Island
Grizzly Island
Grizzly Bay
Ryer Island
Roe Island
Preston Pt
Garnet Pt
Pt Buckler
Gillespie Pt
Suisun Bay
Cygnus
Teal
Pierce
Bahia
Hunter Cut
Cable Area
Cable Crossing
SWING BRIDGE
HOR CL 40 FT
VERT CL 4 FT
OVHD PWR CAB
AUTH CL 60 FT
FIXED BRIDGE
HOR CL 26 FT
VERT CL 8 FT
REGULATED NAVIGATION AREA
165.1181 (see note A)
REGULATED NAVIGATION AREA
165.1185 (see note A)
SAN FRANCISCO BAY
VESSEL TRAFFIC SERVICES AREA
(see note E)
PRESTON PT REACH
ROE ISLAND CHANNEL
STACK
TRIPOD
Platform
Wreckage
Dolphin
Subm pile
Fl R 4s 8
15ft 3M "10"
Ra Ref
Fl G 4s
15ft 4M "9"
Ra Ref
Fl R 4s 15ft 3M
"8" Ra Ref
Fl R 6s 15ft
4M "4"
Ra Ref
Fl G 4s 16ft 4M "11"
Fl G 4s
G "15"
Q 19ft
Iso 6s 30ft
Iso 6s 31ft
Fl R 4s 15ft 3M "16"



10

North

Printed at reduced scale. SCALE 1:40,000 See Note on page 5.

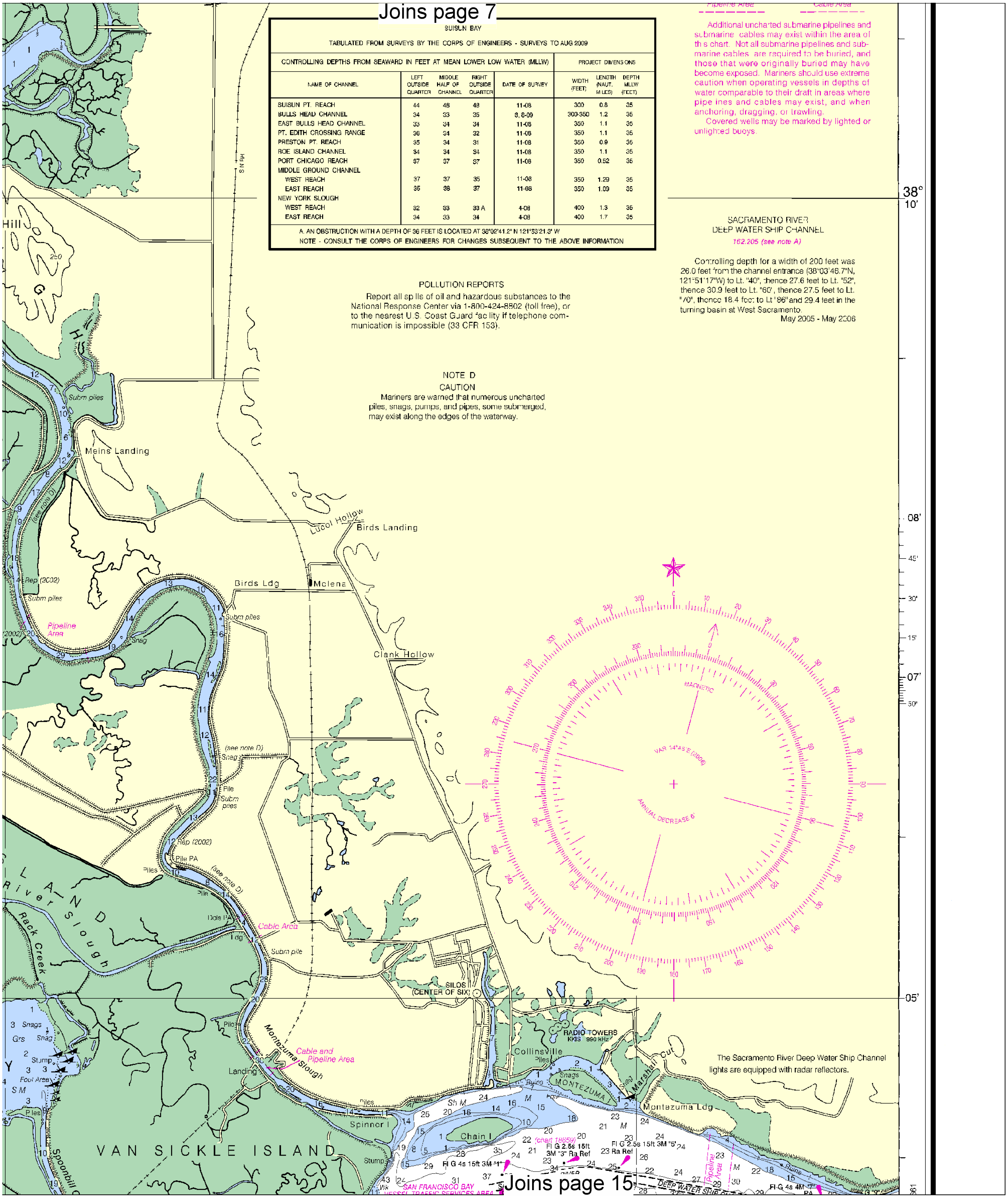
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 7



SUISUN BAY

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SUISUN PT. REACH	44	46	48	11-08	300	0.8	35
BULLS HEAD CHANNEL	34	33	35	3, 8-09	300-350	1.2	35
EAST BULLS HEAD CHANNEL	33	34	34	11-08	350	1.1	35
PT. EDITH CROSSING RANGE	36	34	32	11-08	350	1.1	35
PRESTON PT. REACH	35	34	31	11-08	350	0.9	35
ROE ISLAND CHANNEL	34	34	34	11-08	350	1.1	35
PORT CHICAGO REACH	37	37	37	11-08	350	0.52	35
MIDDLE GROUND CHANNEL							
WEST REACH	37	37	35	11-08	350	1.29	35
EAST REACH	35	38	37	11-08	350	1.09	35
NEW YORK SLOUGH							
WEST REACH	32	33	33 A	4-08	400	1.3	35
EAST REACH	34	33	34	4-08	400	1.7	35

A. AN OBSTRUCTION WITH A DEPTH OF 36 FEET IS LOCATED AT 38°02'41.2" N 121°53'21.3" W

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SACRAMENTO RIVER
DEEP WATER SHIP CHANNEL

162.205 (see note A)

Controlling depth for a width of 200 feet was 26.0 feet from the channel entrance (38°03'46.7"N, 121°51'17"W) to Lt. "40", thence 27.6 feet to Lt. "52", thence 30.9 feet to Lt. "60", thence 27.5 feet to Lt. "70", thence 18.4 feet to Lt "86" and 29.4 feet in the turning basin at West Sacramento.

May 2005 - May 2006

POLLUTION REPORTS

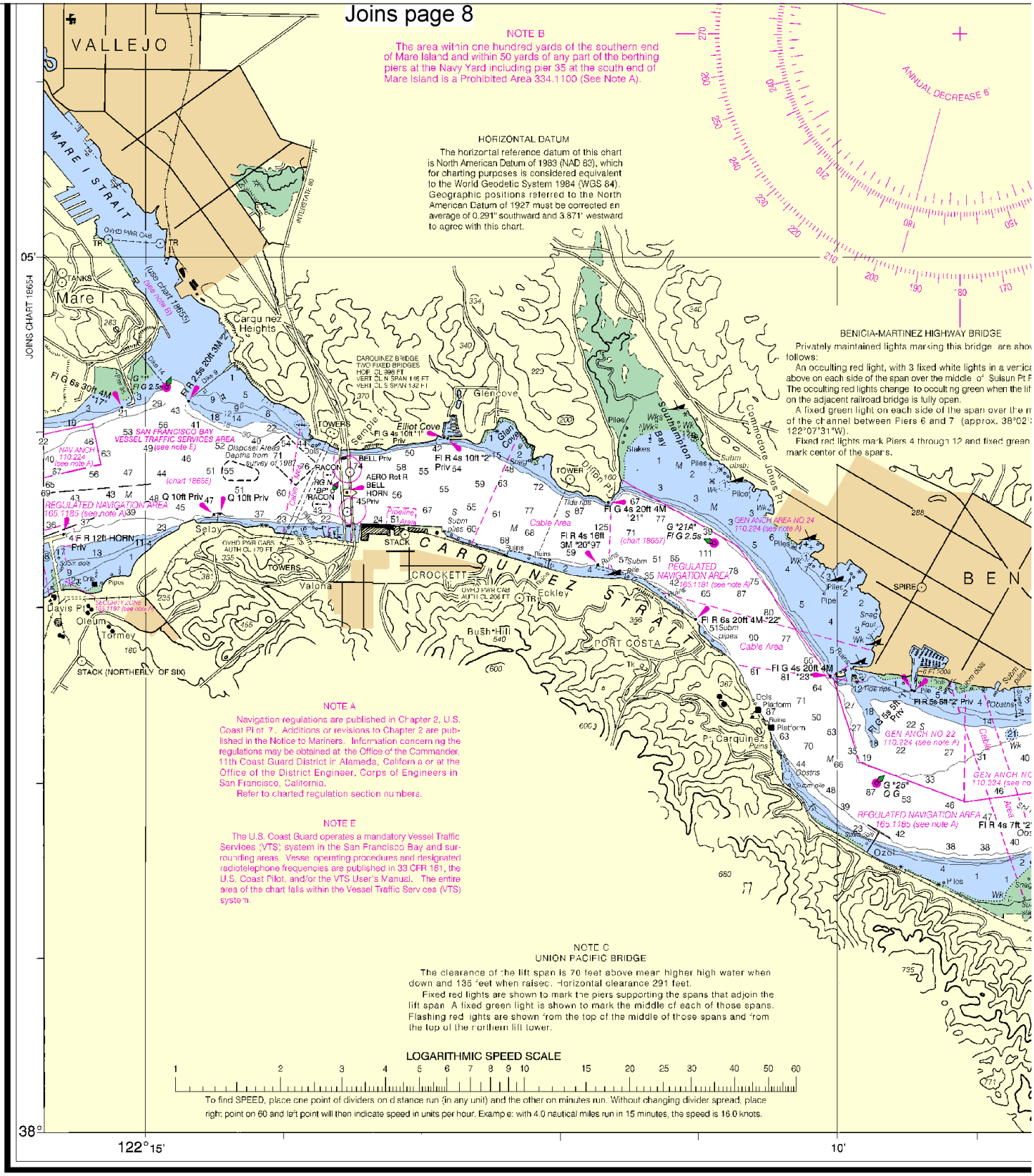
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE D

CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along the edges of the waterway.

Joins page 15



55th Ed., Sep. /06 ■ Corrected through NM Sep. 2/06
Corrected through LNM Aug. 15/06

18656

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

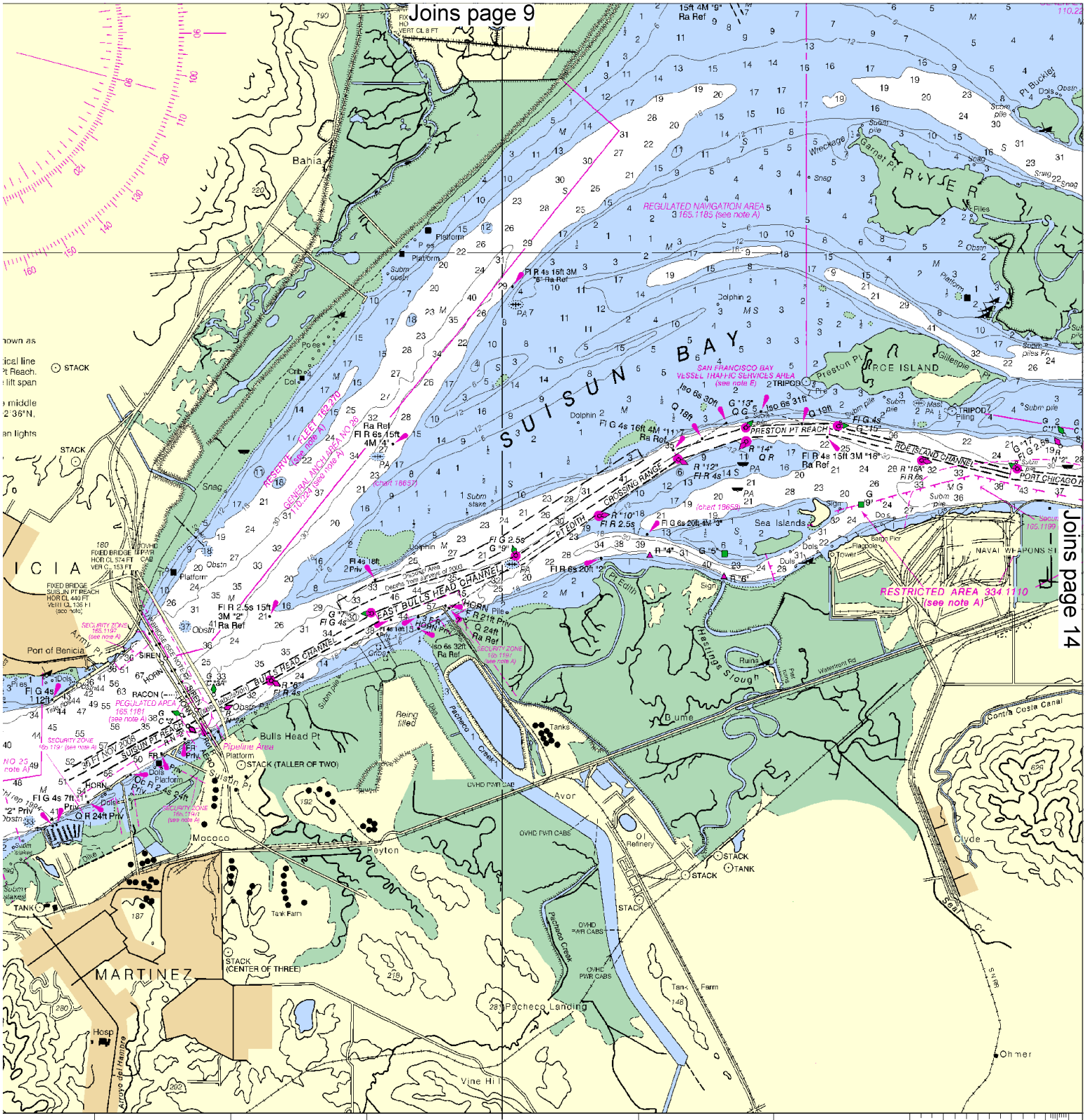
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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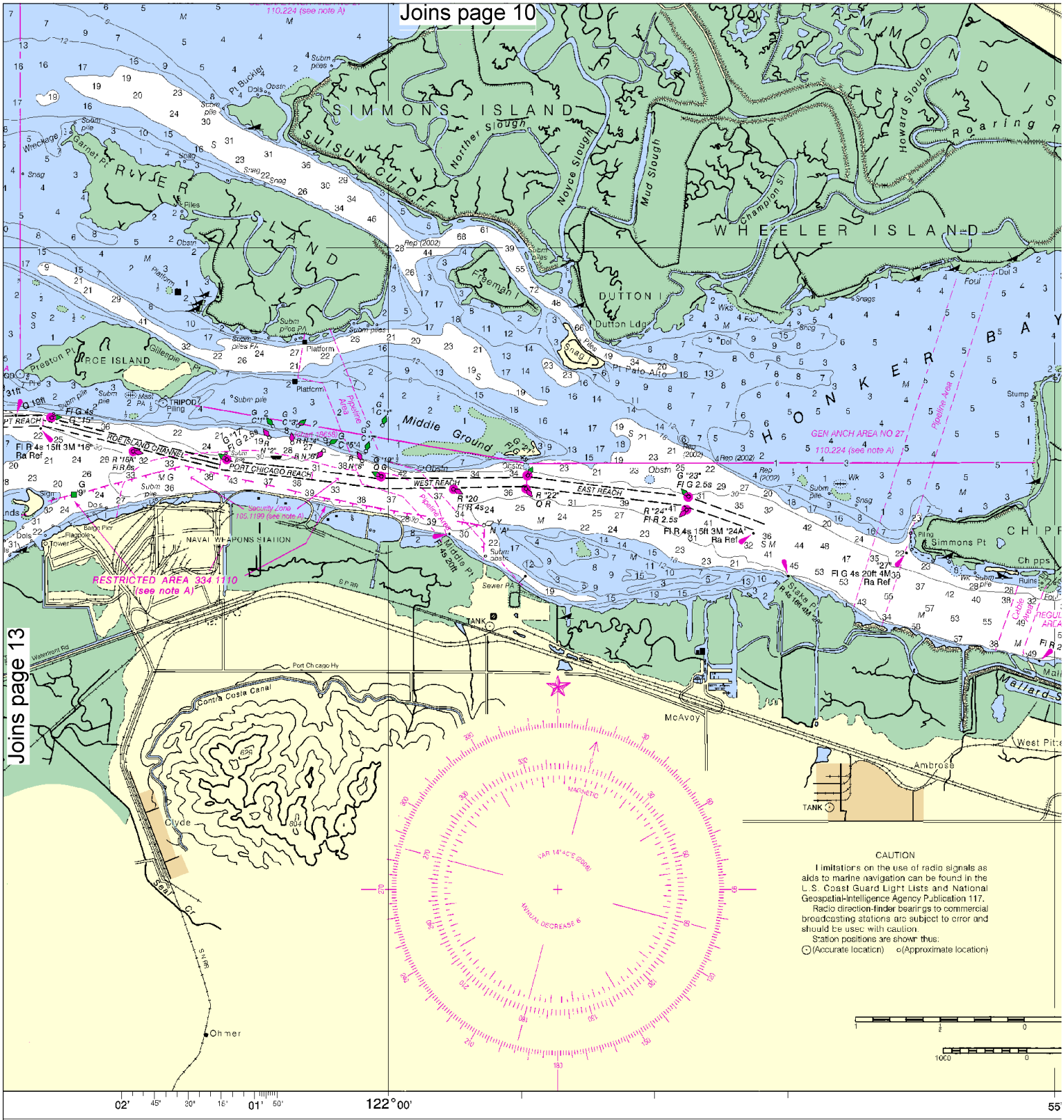
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

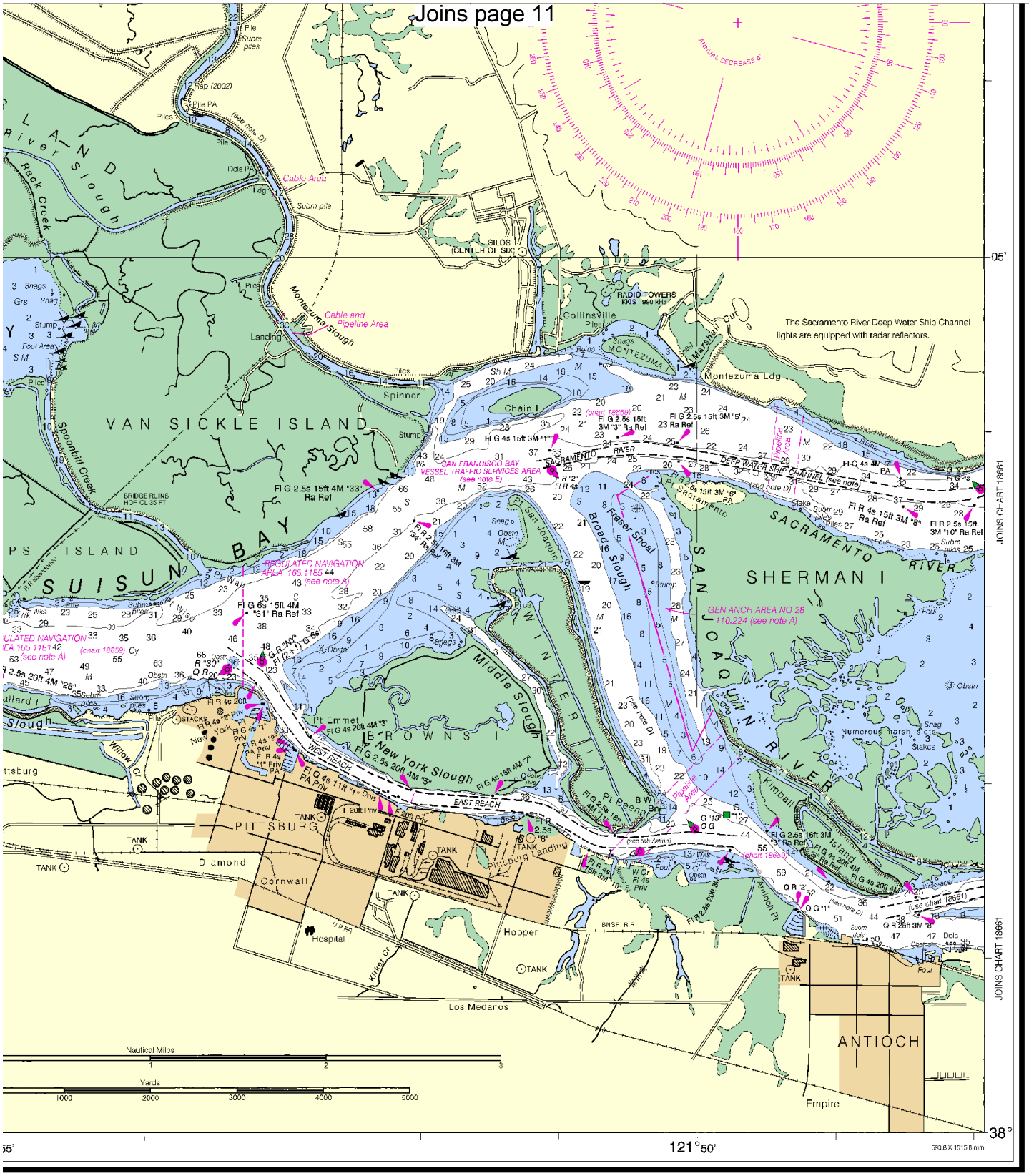
SOUNDINGS IN FEET

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Suisun Bay

SOUNDINGS IN FEET - SCALE 1:40,000

18656

ED. NO. 55

NSN 7642014011527 NGA REFERENCE NO. 18AHA18656

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 510-437-3700
Coast Guard San Francisco – 415-399-3479
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.